

PUBLIC COMMENTS (PC)-E

PC-E1

From: Oliver Early [earlyoliver@gmail.com]
Sent: Sunday, July 01, 2012 6:07 PM
To: Parsons, 405.dedcomments
Subject: I405 no on alternative 3

I vote against Alternative 3 for the I 405 Improvement Project. This suggested plan is too expensive and ill-conceived.
Thank you.
Sincerely,
Oliver Early
Costa Mesa resident and homeowner

Sent from my iPad

PC-E2

From: J.N. Ebner [bamus.batis@yahoo.com]
Sent: Tuesday, June 19, 2012 11:46 AM
To: Parsons, 405.dedcomments
Subject: Crrrrr....

12-19-12

Just received this "extension" for comments email *today*. Only two days late.

It seems to me that this is simply another indication of the lameness of the way the whole 405 freeway widening project is being handled, as it affects the long - suffering, taxpaying, driving public.

The latest I've heard is the closure of ALL of the Wilshire on and off - ramps, for horrors! Over one year! Of course, no alternate suggestions were offered, or ... free cases of Excedrin.

While I rarely use the Wilshire on and/or off ramps, I can easily imagine the nightmare this will be for those who do. And for those who use the next nearest on and off ramps, *and* all of us who will be trying to drive past all of this confusion and mess.

Betcha if you had put out this problem to the general public at least one year ago, the engineer - types out there would have come up with some clever and useful ideas that would *not* involve such a nightmare as eliminating on and off - ramps to Wilshire for over one year.

What next? UGH.

Disgusted Taxpayer

PC-E3

From: Eric Elliott [eelliott2002@yahoo.com]
Sent: Tuesday, June 19, 2012 11:06 AM
To: Parsons, 405.dedcomments
Subject: This project should have never been done! It was not needed and only cost tax payers money and extreme hardship.

My name is Eric and I live on Acacia Ave where the 22 and 405 intersect. I went to the first meeting with my neighbors about the project and we all voiced our concerns.

First of all we were concerned with cost and were told that it won't cost us anything because tax dollars were not being used. That we found later to be Bullshit! It cost us plenty. The work did not have to be done and in today's economy wasting money should not be on the list of things to do. We also pointed out areas that desperately needed work and they were ignored because they were needed and cost less.

Second, we felt it was not needed and you guys insisted it was because so many people were using the carpool lane. You also claimed that the bridge on Valley View was in a state of disrepair. Both items are again bullshit! First of all, hardly anyone uses the carpool lane in that area and the bridge has been standing just fine longer than most of the buildings in the area! It showed no signs of weakness or anything wrong.




Third, we were concerned with the length of time it would take since we also knew that we were not going to win a stop-order. (I personally attempted to get a stop order twice and I heard that others attempted it as well because we did not want to project done. All failed unfortunately). When told the length of time it would take most of us were appalled. We could have done it ourselves in half the time if we wanted it done.

Fast forward to today: The Valley View bridge looks like it might be done, but something tells me we are about to get slammed again with a real mess just like before. It's also clear from looking at the freeway that this project is far from complete. there were also plans to widen the bridge on Valley View, but that did not happen. If this were a democracy we would have gotten to vote on the project, but unfortunately we do not live in a democracy so all the meetings and such were shams.

So with that said I just want to say thanks for making life unbearable, not doing the work that needed to be done (example - repaving Valley View between Tiffany and Orangewood), not improving anything and wasting our tax dollars. I hope the bridge collapses and a big sinkhole appears on Valley View in the area!!

~Eric

PC-E5

	<h1 style="margin: 0;">I-405 Improvement Project</h1> <h2 style="margin: 0;">Public Hearing</h2> <h3 style="margin: 0;">Comment Sheet</h3>								
<p>Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.</p>									
<p>Meeting Venue (please check one of the following):</p> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College </div> <div> <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium </div> </div> <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center </div> <div> <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center </div> </div>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td colspan="2" style="padding: 5px;">Name (First and Last): <u>José A. Fariñez</u></td> </tr> <tr> <td colspan="2" style="padding: 5px;">Organization: _____</td> </tr> <tr> <td colspan="2" style="padding: 5px;">Address (Optional): <u>1121 S. Halladay, Santa Ana, CA. 92701</u></td> </tr> <tr> <td style="width: 50%; padding: 5px;">Phone Number: <u>714-497-9775</u></td> <td style="width: 50%; padding: 5px;">Email address: _____</td> </tr> </table>		Name (First and Last): <u>José A. Fariñez</u>		Organization: _____		Address (Optional): <u>1121 S. Halladay, Santa Ana, CA. 92701</u>		Phone Number: <u>714-497-9775</u>	Email address: _____
Name (First and Last): <u>José A. Fariñez</u>									
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Address (Optional): <u>1121 S. Halladay, Santa Ana, CA. 92701</u>									
Phone Number: <u>714-497-9775</u>	Email address: _____								
<p>Comments: <u>We need better transportation form for the toll express.</u></p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>									
<p>(Space for comments continued on reverse)</p>									
									

From: Ron Epperson
Sent: Thursday, May 31, 2012 8:12 PM
To: Parsons, 405.dedcomments
Cc: Ron Epperson (home)
Subject: Comments on I-405 improvements near I-405/SR-73 interchange (Plan 3)

With respect to the I-405 Improvement Project, Build Alternative 3, and more specifically the interconnection between the I-405 and SR-73, I would like to make the following comment.

I live in the area adjacent to the 405/73 interconnect, where Build Alternative 3 would double the number of lanes connecting traffic from the 405 to the 73. Currently the lanes which connect these two freeways are physically higher than the sound walls that are adjacent to the tract in which I live. This results in a great deal of freeway noise for the people who live in my tract. I would like to request that some form of sound screen or modified sound wall be included in these new I-405/SR-73 connections so the sound levels that we are subjected to can be reduced.

I have attached a map showing the area most affected by the current configuration (and which would worsen if the number of lanes were to be doubled), along with some photos showing the traffic we have to deal with every day (and night). This traffic creates the freeway noise that we have to live with.

You can see in photos 5 and 6 that a sound wall has been built along the edge of the I-405/SR-73 interconnect, but on the north (other) side of the freeway. This protects the homes on the north side of the 405 freeway from this freeway noise. All I am asking is that the same level of protection from freeway noise be provided to those who live in my tract, which is on the south side of the 405 freeway.

MAP SHOWING AREA OF CONCERN (photo sites marked with

PC-E5 Continued

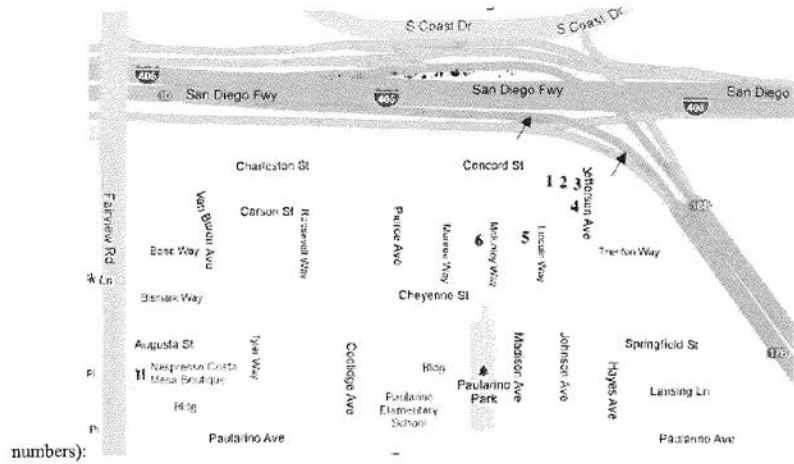


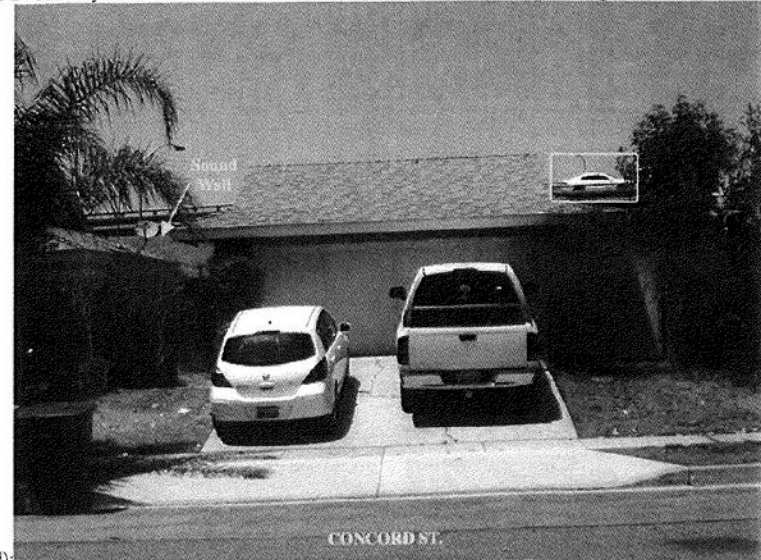
Photo 1 - Freeway traffic as viewed from Concord St. (existing sound wall



noted):

PC-E5 Continued

Photo 2 - Freeway traffic as viewed from Concord St., closer to Jefferson St. (existing sound wall



noted):

Photo 3 - Freeway traffic as seen from Concord St. and Jefferson St. (existing sound wall noted):

PC-E5 Continued

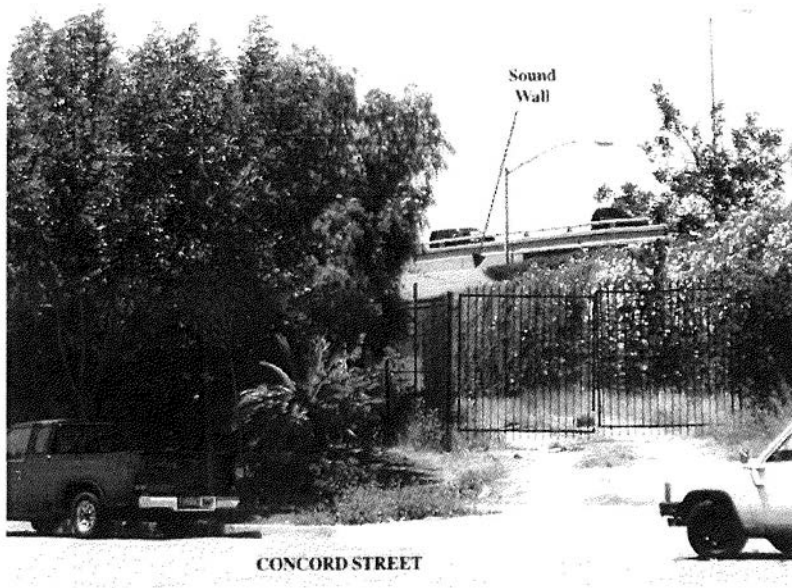


Photo 4 - Freeway traffic as viewed from Jefferson St. near Concord St. (existing sound wall

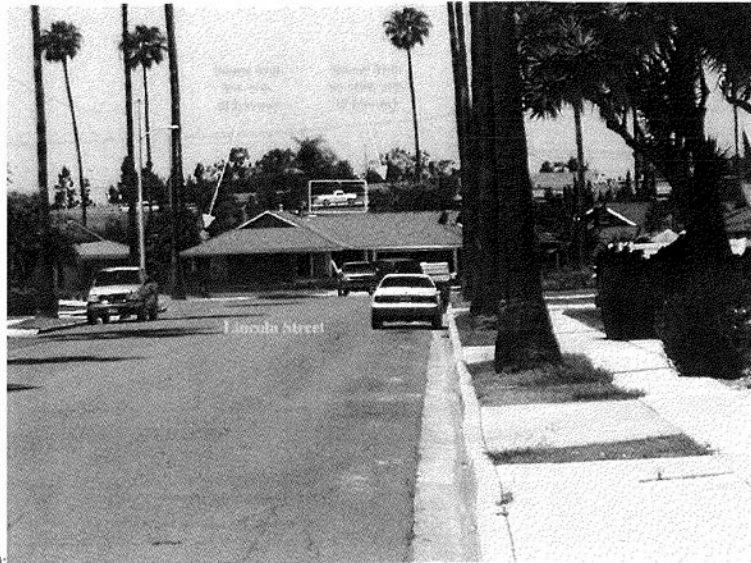
PC-E5 Continued



noted):

Photo 5 - Freeway traffic as viewed from Lincoln St. (existing sound wall on both sides of freeway

PC-E5 Continued



noted):

Photo 6 - Freeway traffic as viewed from McKinley St. (existing sound wall on other side of freeway)

PC-E5 Continued



noted):

Thank you for considering this matter.

Ron Epperson

PC-E6

From: Angie Epstein [aepstein1@socal.rr.com]
Sent: Sunday, July 15, 2012 11:42 PM
To: Parsons, 405.dedcomments
Subject: 405 fwy plans

Dear Sir or Madam,

We live in the Rossmoor community and are deeply concerned about the proposed increase in lanes to this freeway. We purchased our home in Rossmoor 11 years ago and prior to doing so, researched the best schools, neighborhoods and central location. We chose Rossmoor even though there were higher taxes and the homes were so expensive. We saved and saved to be able to purchase our home.

I DRIVE THE 405 FREEWAY EVERY DAY FROM SOUTH ORANGE COUNTY UP TO SEAL BEACH BLVD AND THERE IS NOT A LOT OF TRAFFIC! THERE ARE SUFFICIENT LANES. THE EXCEPTION WOULD BE IF THERE WERE AN ACCIDENT OR ALL THE CONSTRUCTION!!

We are EXTREMELY concerned as to the impact adding lanes to the fwy will have as far as pollution, air contaminants and so I agree with Rossmoor residents the following:

Rossmoor is a community of both young children and elderly adults, the two most sensitive age groups to air pollution. We are asking that OCTA reexamine the air quality, traffic and noise impacts of the project on Rossmoor, especially its schools, parks and homes, and undertake a thorough and complete consideration of the most effective ways to mitigate those impacts to a level of insignificance.

I would like OCTA to analyze whether reducing northbound lanes sequentially a mile or two before the county line would help mitigate the potential for congestion, air quality impacts and the possibility of motorists using surface streets in Los Alamitos to navigate around the chokepoint. Rather than losing two lanes at the county interface, we would like OCTA to consider squeezing down capacity miles from the county line. If and when Los Angeles County increases the capacity of the 405 in Long Beach, then the additional lanes of traffic could be opened at the county line.

I am also asking that OCTA conduct a better outreach effort in Rossmoor to elicit input and carry out real dialogue about the project.

In addition..... I have heard that there are intensions to make the 405 a toll road. This is totally absurd and out of the question. We have paid for that freeway with our tax dollars and it is NOT the right of our government to charge us to use our own freeway. This is not privately owned land that the developer has decided to put a freeway on. I WILL MAKE SURE THAT THERE IS NEWS MEDIA CONTACTED AND THAT EVERY SINGLE RESIDENT ALONG THE STRETCH OF HIGHWAY WILL BE NOTIFIED OF THE INTENT AND

PC-E6 Continued

THAT OUR VOICES BE HEARD. I will use every single ounce of energy to fight this unethical use of the taxpayer's freeway!
I would greatly appreciate this paragraph being forwarded to appropriate personnel.

Sincerely,

Angie Epstein
3262 Oak Knoll Drive
Rossmoor, CA 90720
aepstein1@socal.rr.com

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Cont.

PC-E7

From: Danciu, Camelia [Cammy]
Sent: Thursday, July 05, 2012 1:09 PM
To: Newcomb, Pamela
Subject: FW: I 405 project

From D2 - fyi

-----Original Message-----

From: Currie Betty [mailto:bcu90740@gmail.com]
Sent: Wednesday, July 04, 2012 3:29 PM
To: 2, District
Subject: I 405 project






Supervisor John Moorlach,
My husband and I live in Leisure World Seal Beach and effected by the OCTA freeway expansion of the I 405, 22 and 605 freeways.

After reading the three options for improving these freeways we think the best option is Alternative One. This option adds one general-purpose lane in each direction, the Rreason being, the current freeway footprint will accommodate this expansion. The other two Alternatives are much more costly will cause many problems for the surrounding neighborhoods.

Thank you,
Betty and William Erickson

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PC-E8

 I-405 Improvement Project Public Hearing Comment Sheet	
Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.	
Meeting Venue (please check one of the following): <input checked="" type="checkbox"/> Monday, June 4, 2012 – Orange Coast Community College <input type="checkbox"/> Thursday, June 7, 2012 – Rush Park Auditorium <input type="checkbox"/> Wednesday, June 6, 2012 – Westminster Community Center <input type="checkbox"/> Thursday, June 14, 2012 – Fountain Valley Senior Center	
Name (First and Last): <u>ERNEST ESCARNO</u> Organization: <u>U.A 582</u> Address (Optional): _____ Phone Number: <u>562 672 9478</u> Email address: <u>dunghernie@hotmail.com</u>	
Comments: <u>It's all good</u>	
(Space for comments continued on reverse)	
   	

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PC-E9

July 1, 2012

OCTA Board Member
550 S. Main St
PO BOX 14184 Orange CA 92863

TEL: (714) 560 6282

Subject: I-405 widening impacting the College Park East Community in the City Seal Beach (Between the SR -73 and I-605)

Dear Board Member:

I am a resident of the City of Seal Beach College Park East Community. I am asking you to vote for **Alternative 1** for the I-405 Freeway Improvement project. This alternative will have the most limited community and environmental impacts compared to any other alternative. The community believes this alternative is the most best choice because:

1. Alternative 1 does not encroach 10 feet into Almond St. which has an existing soundwall that protects the community. If this wall is torn down and a new wall is built for widening the I-405, it will make Almond a one way street. In case you were not aware, Almond Street is a dedicated Tsunami escape route and the only community access route out from the College Park Community. Almond Street needs to be wide and two way configuration is needed in order to serve as an escape route due to floods and/or Tsunamis.

2. Alternatives 2 and 3 will encroach 10 feet into Almond St and will also impact to existing parks at Astor Street and at Orleander Street. Like many of parks in our community, children play and senior citizens walk along Almond Street every day. Mothers and their children walk use these parks every day and walk along Almond St. An alternative that encroaches into our community will create expose families and children to more vehicle exhaust which causes **respiratory problems, lung disease and/or lung cancer**. The closer the freeway is closer to our community, the more exposed to vehicle exhaust and harmful toxics.

3. Funding is only available for Alternative 1. Alternatives 2 and 3 have a funding gap which will require OCTA to issue bonds and take more of the County's tax dollars. The community and residents do not favor this irresponsible tax-waste scenario.

Sincerely,

Raymond + Patricia Expert

PC-E10



I-405 Improvement Project Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.

Meeting Venue (please check one of the following):

- ☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <i>Jose Rangel Bedanca Espinoza</i>	
Organization: <i>Labor Local 652</i>	
Address (Optional): <i>10611 Patricia Dr Anaheim Ca 92804</i>	
Phone Number:	Email address:

Comments: *carro en el camino de construcion esta en la may
base estacion los tiempos*

(Space for comments continued on reverse)




PC-E10 Translation

Comment:

Employment in the construction industry is at its lowest point ever.

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PC-E11



I-405 Improvement Project

Public Hearing

Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





Meeting Venue (please check one of the following):

☐ Monday, June 4, 2012 – Orange Coast Community College
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium
☐ Wednesday, June 6, 2012 – Westminster Community Center
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>Austin Etchesoyen</u>	
Organization: _____	
Address (Optional): _____	
Phone Number: <u>949.205-0143</u>	Email address: <u>Tr3S3iS@gmail.com</u>

Comments: If the project was finished quicker than later, It will Benefit me by allowing me to get home from work faster, & to Reduce the amount of time I spend in traffic, To & from School

(Space for comments continued on reverse)

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PC-E12

July 8, 2012

Ms. Smita Deshpande
Branch Chief
Caltrans District 12
2201 Dupont Dr., Suite 200
Irvine, CA 92612

RE : Moving of Almond Avenue soundwall and 405 freeway expansion project in Orange County.

Ms. Deshpande,

I am currently a resident of Seal Beach, California and am extremely concerned about the impact of proposed changes to the 405 freeway in Orange County. I have attended a briefing provided by CalTrans and understand that voters have expressly authorized changes to improve the flow of traffic on the 405 freeway in Orange County under Measure M. I am supportive of improvements to the freeway system, but several of the proposals that have been shown to the community will cause dramatic changes to my family. I live approximately 100 yards from the Almond Avenue soundwall in Seal Beach which is being considered for removal and relocation closer to the homes on Almond Avenue. Although I am not the closest home on my culdesac (there are seven houses on my street that are closer and numerous homes along the Almond Avenue corridor), I live close enough to the wall that on a good day I could throw a baseball from my front yard and hit the wall.

If the Almond Avenue sound wall is removed the immediate noise impact of it being torn down will expose my family to the noise and pollution of the 405 freeway which will be horrible. In addition, the increase in noise and air pollution during this entire process will effect my asthma and could have long term health effects on my children and pet. I do not believe it is realistic to expect my kids and dog to be locked up inside the house during the entire length of this process. I have been told that work would also be done at night to avoid some of this inconvenience to the neighborhood. That might seem like a better alternative, however, if those making the decision on this project believe most people can sleep while having a wall torn down, rebuilt, and freeway construction taking place just slightly more than 100 yards from your bedroom I disagree. If they do not believe that situation is not difficult, please let them know they have an open invite to spend a few rent free days at my residence during the process if they approve tearing down the Almond Avenue wall.

In addition, the proposed freeway improvements are not being matched in Los Angeles County and our neighborhood sits at the juncture where the increased lanes in Orange County will meet the unchanged lanes in Los Angeles County. In effect, giving those of us in Seal Beach increased congestion on our off-ramps and a sideline view (and ear) of the pending bottle neck which has already been identified in potential impact studies.

PC-E12 Continued

The increased traffic disruption from the Orange County/Los Angeles County bottle neck in conjunction with the moving of the Almond Avenue sound wall closer to homes are too great a burden for one community to carry. There are numerous other issues with options that require moving the sound wall, such as the reduction in land to local parks, cost exceeding what was authorized by voters in Measure M, changes in parking patterns and disruption of business in neighboring Fountain Valley. As such, I am requesting your commitment that Option 1, be the only option approved for improving the 405 in Orange County.

Please provide me with a response that addresses your position to this expansion approved under measure M.

Sincerely,



1 Darrell Evans

3560 Iris Circle
Seal Beach, CA 90740

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Cc: Governor Jerry Brown
Congressman Dana Rohrabacher
Supervisor John Moorlach
State Senator Tom Harman
Assemblyman Jim Silva

5

RESPONSE TO PUBLIC COMMENTS (PC)-E

Response to Comment Letter PC-E1

Comment PC-E1-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-E2

Comment PC-E2-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

It appears that this comment pertains to the I-405 Sepulveda Pass Improvements Project because Wilshire Boulevard is not within the I-405 Improvement Project limits. Please direct your comment to Metro Community Relations (6060 Center Drive, 2nd floor, Los Angeles, CA 90045-2952, 213-922-3665).

Response to Comment Letter PC-E3

Comment PC-E3-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Valley View Street is part of the SR-22 WCC Project and includes HOV connectors at SR-22/I-405 and I-405/I-605. The Valley View Street Bridge will only be constructed once, under the SR-22 WCC Project. None of the bridges constructed/ improved as part of the SR-22 WCC Project (i.e., Valley View Street and Seal Beach Boulevard) will have to be reconstructed/improved as part of the I-405 Improvement Project.

It appears that your comment pertains to the WCC Project. Please direct your comment to the OCTA Community Relations Office (550 South Main Street, Orange, CA, 714-560-5376).

Comment PC-E3-2

Please see Response to Comment PC-E3-1.

Comment PC-E3-3

Please see Response to Comment PC-E3-1.

Comment PC-E3-4

Please see Response to Comment PC-E3-1.

Response to Comment Letter PC-E4**Comment PC-E4-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-E5**Comment PC-E5-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Under Alternative 3, two new lanes would be added to the existing six lanes connecting I-405 and SR-73. The two new lanes would be on a new bridge that would link the centers of the two freeways. The elevation of that bridge at its highest point would be lower than the existing bridge carrying the northbound SR-73 over I-405. However, the new bridge would be longer than the existing bridge, extending farther to the west before touching down in the median of I-405. The noise evaluation presented in the Draft EIR/EIS in Section 3.2.7, Noise, assumed the proposed direct connector and noise abatement was considered.

Caltrans/OCTA have considered a design option for Alternative 3 that would eliminate new lanes south of Euclid Street, except for extension of the southbound auxiliary lane approaching the Harbor Boulevard exit ramp north to Euclid Street. The direct connector between the medians of I-405 and SR-73 would not be constructed. If Alternative 3 is selected as the Preferred Alternative and the design option is implemented, no additional lanes would be constructed on SR-73, and there would be no improvements to the I-405/SR-73 interchange.

Please also see Common Response – Replacement of Fairview Road Overcrossing/ Truncation of Tolled Express Lanes.

The Noise Study was prepared in accordance with FHWA's 23 CFR 772 regulations and Caltrans' Traffic Noise Analysis Protocol (Protocol). Only Alternative 3 would require construction of the SR-73/I-405 connector. It is true that the connector structure can be seen from some areas. Traffic noise impact analysis was conducted with this configuration. A comparison between existing and future predicted noise conditions is provided in Appendix N (N1; pgs G-53 and G-54). The locations of the receptors nearest to the location identified in your comment (R1.37 through R1.47) are shown in Figure 2 in Appendix N (N5). The maximum predicted future noise level is 64 dBA at R1.47. Noise levels at all receptor locations (R1.37 through R1.47) do not approach (within 1 dB) or exceed the NAC (67 dBA). Consistent with 23 CFR 772 and the Protocol, no new soundwalls or modification of existing soundwalls are recommended.

Comment PC-E5-2

Please see Response to Comment PC-E5-1.

Response to Comment Letter PC-E6

Comment PC-E6-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

As described in Section 3.1.6, the I-405 corridor can be traveled in 13 to 25 minutes in the northbound direction and 17 to 37 minutes in the southbound direction during the peak hours. The existing travel times are consistent with your observations; however, in 2040 corridor travel times are forecasted to increase to 101 to 133 minutes in the northbound direction and 95 to 163 minutes in the southbound direction under the No Build Alternative during the peak hours. The proposed project is necessary to accommodate future demand and reduce congestion.

Comment PC-E6-2

Please see Responses to Comments in community groups CG4-4 through CG4-6.

Comment PC-E6-3

As discussed throughout Chapter 2 of the Draft EIR/EIS, only Alternative 3 would include a tolled Express Lane facility. SOVs could choose to pay to use the tolled Express Lane facility. HOVs meeting occupancy and other specified vehicles, such as zero emission vehicles,

motorcycles, vehicles with disabled license plates, and disabled veterans, could use the Express Lane facility for free or reduced toll. Please see Common Responses – Preferred Alternative Identification and Opposition to Tolling.

Response to Comment Letter PC-E7

Comment PC-E7-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Response to Comment Letter PC-E8

Comment PC-E8-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-E9

Comment PC-E9-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review. Please see Common Response – Preferred Alternative Identification.

Comment PC-E9-2

Alternative 1 would avoid the Almond Avenue soundwall, and Alternatives 2 and 3 would require relocation of the wall up to 10 and 3 ft to the north, respectively. Alternatives 2 and 3 would likely include parking restrictions along Almond Avenue to maintain the City street standards for two-way travel. Caltrans/OCTA have considered design options to avoid relocation of the soundwall under Alternatives 2 and 3. Please see Common Response – Almond Avenue Soundwall.

Comment PC-E9-3

Alternatives 2 and 3 would require relocation of the wall up to 10 and 3 ft to the north along Almond Avenue, respectively. As discussed in Section 3.1.1.4 of the Draft EIR/EIS, none of the build alternatives would affect either Aster Park or Almond/Shapell Park. As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. Please see Common Responses – Almond Avenue Soundwall, Air Quality, and Health Risks.

Comment PC-E9-4

Alternative 1 is fully funded from Measure M2. Alternative 3 is fully funded from a combination of Measure M and bonds against anticipated toll revenue. At this time, Alternative 2 is currently the only alternative that is not considered fully funded. If Alternative 2 is selected as the Preferred Alternative, Caltrans/OCTA will seek additional federal, State, and local funding sources to make up the shortfall. Please see Common Response – Measure M Funding.

Respuesta a la Carta De Comentario PC-E10

Comentario PC-E10-1

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project Final EIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “Final EIR/EIS” va a estar disponible para revisarlo.

Response to Comment Letter Translation PC-E10

Comment PC-E10-1 Translation

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-E11

Comment PC-E11-1

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Response to Comment Letter PC-E12**Comment PC-E12-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comments were considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Comment PC-E12-2

Based on the project Noise Study, the maximum predicted increase in noise between the existing condition and the future build condition for all representative receptor locations along Almond Avenue is 3 dBA; however, noise levels represented by most of the representative receptor locations would experience no change or decreased noise levels under all of the future build conditions. With implementation of Measures NOI-2 and NOI-3, temporary construction noise impacts would be minimized. Please see Common Response – Almond Avenue Soundwall.

Comment PC-E12-3

As discussed in Section 3.2.6 of the Draft EIR/EIS, the build alternatives would not have any substantial effects on air quality within the project area. Please see Common Responses – Almond Avenue Soundwall, Air Quality, and Health Risks.

Comment PC-E12-4

With respect to a potential bottleneck at the Los Angeles county line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

Comment PC-E12-5

Please see Common Response – Preferred Alternative Identification and Responses to Comments PC-E12-1 through PC-E12-4 above.